

WHOLE NO. 7079.

MORNING EDITION—WEDNESDAY, JANUARY 16, 1856.

PRICE TWO CENTS.

ADDITIONAL FROM THE COAST.

WRECKS ON THE JERSEY SHORE. THE SCHOONER MARY NILE AND ECHO ASHORE ON LONG BEACH—LOSS OF LIFE—HAINES—RECAPS FROM DEATH—FURTHER PARTICULARS RELATIVE TO THE BARK DUKES OF BRAGANZA, THE BRIG KONG THORN AND THE SCHOONER PACIFIC, ETC., ETC.

FROM OUR SPECIAL REPORTER.

The gales of Saturday, the 5th, and Sunday, the 12th, last, were severely felt by the coasters along the south coast of New Jersey. Five vessels are now ashore at Long Beach, and all of them will prove a total loss. The wreck was never more severe, and in the memory of the oldest inhabitants two such fearful storms never before visited this coast. The beach for twenty miles above and below this village is one wild scene of distress and the utter destruction of value is presented to the gaze of the visitor in heart-rending instances.

THE SCHOONER MARY NILE.

This vessel, commanded by Captain Edward Low, and belonging to York, Maine, sailed from Norfolk, Virginia, on the 5th inst., bound for New York with a cargo of corn and sweet potatoes. On leaving Hampton Roads, the snow storm, which fell here with such violence, overtook them, and they were obliged to delay their departure for sea until the storm subsided. On getting out to sea, the strong north-west gale caught them, and drove them out about 150 miles. The gale was attended with the most intense cold, and so full was the vessel with ice that the Captain was obliged to let her go before the ice that had been blown up. All hands were compelled to keep the beach, and was also severely disabled. Several of the crew (of which there were six in number) were so much affected with the cold that they had to be carried to the station house, and there restored to their former activity and life. Captain Conklin was at the helm when the schooner beached, and in the shock the yawl boat, which hung at the stern davits, was thrown violently upon the wheel, breaking the steersman's arm in two places, and producing a painful wound. The Echo went ashore opposite the house of Mr. Henry Stevens, from whence assistance was rendered to those who had met with so dire a misfortune. The vessel lies buried in the sand on the outer bar, and will prove a total loss. The cargo cannot be saved. It is understood here that there is an insurance on the cargo.

THE KING THORN.

Will become a total loss. The gale of Saturday last has driven her over on her beam ends, and now her spars are buried in the sand some fifteen feet deep. Mr. Hooper, the Custom House officer, arrived from the spot yesterday, and reported having left her in a very bad condition. It was feared she would go to pieces on the night of the late gale, so the crew abandoned the vessel and went ashore. The greater part of her cargo has already been landed on the beach, and if the weather continues fine, probably the entire will be saved. There is a lighter and a wrecking schooner in readiness alongside of her, and by means of the cables, the bristles and wires, with which the brig is laden will soon be safely stowed away on shore. The King Thorn has worked over the bar, and now lies safe for the present, although her fate is still uncertain for her ultimate release.

THE BARK DUKES OF BRAGANZA.

This vessel, respecting which nothing definite has yet been ascertained, lies about three miles south of Captain Jennings' house, on Long Beach. It is presumed she came ashore about the same hour that the schooner Pacific was wrecked, as the mate of the latter vessel says he saw a light at a short distance below him, which apparently proceeded from some vessel in close proximity to the shore. One-half of the bark lies on the beach. It seems as though she had split in two, from stem to stern, and then was cast upon the beach, within a few feet of where she struck. Nothing can be seen of the other side, not even the remotest part, which to say the least, is a very curious circumstance. The hull is painted black, with false port holes. The rigging has been cut in painted yellow and white. A large light has been cut in her broadside, so as to ascertain what kind of cargo was carried, but nothing was visible inside except a few pine bushes, which it is supposed had been used for damage. As no cargo of any kind has come ashore from this bark, it is supposed by those who had an opportunity of inspecting her minutely that she is a Portuguese vessel bound from some Mediterranean port to New York, with a cargo of salt. As the salt would very naturally melt and wash in among the sand, it is not at all improbable that the bark was loaded with this species of merchandise. The coast in the immediate vicinity of the stranger is strewn with fragments of masts, spars, rigging, &c. The stern has floated ashore, and is very complete. As it lies on the beach, the following inscription in large gilt letters may be plainly distinguished:

DUKE OF BRAGANZA, DE LEXA.

The wreck and drift wood of the vessel were sold to-day by Benjamin Lanson, for \$50. There is a large heap of rigging, tackle, &c., yet to be disposed of at auction. It will probably bring about \$150. Up to the present no bodies have been discovered, although diligent search has been made for the dead by those residing on the island. However, as there was a strong current setting to the southward on the night of the mishap, it is not at all likely that any of the bodies would have been cast ashore in the neighborhood of the spot where the wreck now lies. The Duke of Braganza, from present appearances, seems to have been about 400 tons burthen. She was strongly built, being sheathed throughout with white oak planking, under which was a coat of cement, thus protecting the timbers from all injury while encountering the dangers of the deep. A great deal of interest is manifested here as to the mystery that still surrounds the fate of this bark. At present nothing as to the ownership or sailing place is known. It is supposed by many here that she might have been run into sea, and being abandoned by the crew as unworthy, floated towards the beach, and was driven on shore by the gale of the 5th inst. As no clothing or papers belonging either to the crew or vessel have been discovered along the beach, the supposition is entitled to some weight.

THE SCHOONER PACIFIC.

This vessel will prove a total loss. One of the owner's Capt. J. A. Miller, arrived at the beach yesterday, and is about making arrangements for saving the cargo. The Pacific lies firmly imbedded in the sand, and is washed about the stern at high water. She is badly bilged, and has in all probability lost her keel. The stern post is started, and her butts are all starved. The sea seemed to have made a clean breach through her stern hold, as the water in the fore-cabin partitions are entirely saturated through the bottom. She belonged to James, Batesman & Riddle, of No. 69 Beekman street. The cargo, consisting of tar and turpentine, will be almost entirely saved. About one hundred barrels are scattered along the beach, but do not seem to have been damaged at all, except in one or two instances where the casks burst. The cargo was consigned to the owners of the vessel in New York. A protection paper, belonging to one of the steamer named Warren Spencer, of Hyde county, N. C., was found on the beach by Captain Jennings, as also a chronometer and other articles of value belonging to the captain and crew of the vessel. None of the lost bodies have yet been found.

THE SCHOONER ECHO.

Of New York, and commanded by Captain Mace Conklin, this vessel was wrecked on Long Beach, and sailed from Baltimore for New York, with a cargo of coal, on the 5th inst. After leaving Baltimore the Echo encountered the late gales from the northwest, and was driven, in a helpless state, to sea. In the storm the mainmast and foremast were carried away. As soon as the gale subsided the vessel was headed for shore, and while in this crippled condition the easterly gale of last Saturday night overtook them. The crew battled manfully with the winds and waves, but it was in vain. Gradually she kept moving towards the shore, and about 4 o'clock on Sunday morning it was apparent to all that their doom was settled. The roaring breakers of Long Beach, close under their lee, making night day with their bright flashing spray, was a fearful warning of the fate that awaited them. Hurriedly she dashed into the reefing waters, and in a few seconds was washed over and with the sea, as she lay a helpless victim to its fury. The vessel sprang into the air, and the last report for life—and calmly awaited the moment when the vessel's breaking up would give them an opportunity of being drifted ashore on the spars or timbers of the wreck. But they waited in vain. Hour after hour passed away, and even daylight came with no prospect of rescue. The cold was intense, and all the seamen were more or less benumbed with the cold. At daylight it was discovered that one of their number, the cook was missing. He could not be seen anywhere, and it is presumed he must have fallen off the rigging, or been swept overboard when the vessel struck the bar. Seven, eight, nine, ten and eleven o'clock, arrived, but no signs of the missing one could be discovered by the unfortunate men. Their situation at this time may be better imagined than described. Seven hours spent in hanging to the bare rigging, with the sea at times making a clean breach over them, have tried their strength and tenacity of life to a fearful extent. At about 11 o'clock, Capt. Jennings discovered the position of the unfortunate men as they still hung clinging to the wreck. He at once started a posse of men to their relief, who arrived at the scene of disaster (about 12 o'clock, P. M.) The wreck lay about 75

OUR PORT NEWS REPORTS.

BRITISH BRIG SABINA.

The British brig Sabina, of Yarmouth, Nova Scotia, from Palermo for Boston, 78 days out, was spoken on the 11th inst. by the steamship Ericsson. She had experienced very heavy weather, and had sprang her mainmast. Her mainmast and jibboom were both gone, and she had also suffered severely in sails, and had four men disabled. The Ericsson supplied her with provisions, wine and needles, and remained close to them until the boat had reached the brig.

BRITISH BRIG NATHAN.

The British brig Nathan, from Bahia on the 5th inst. off Delaware in a heavy gale, was hoisted on her beam ends, but soon righted with the cabin and fore-cabin full of water. Next day, off Delaware, saw a brig with signal of distress flying, but could not get near enough to ascertain who she was. On the 8th inst. the brigantine Light bearing N. N. W. 60 miles, passed a bark with mainmast gone by the deck.

PORTUGUESE BRIG LOUTRA.

The Portuguese brig Loutra experienced very heavy weather. Fore topgallant mast, flying jibboom and all sail lost; was taken in tow yesterday, 15th, 26 miles S. E. of the Highlands (having a signal of distress flying) by steam tug Huntress, Captain Mord, and brought to the city.

THE WRECK OF THE E. K. COLLINS.

On the afternoon of the 14th inst. no inquest had been held over those belonging to the pilot boat E. K. Collins, who perished at Fire Island. The coroner had not been there since Sunday morning.

WRECKING SCHOONER HENRY W. JOHNSON.

Wrecking schooner Henry W. Johnson, which, per letter to the Board of Underwriters, was on her way to this city from Fire Island, on Saturday night last arrived safe, after a very rapid run of four hours.

She had the gale nearly all the way, and when running before it under her stern jib, the swinging jibboom, attached to the foot of the jib (thirty-five feet long and seven inches in diameter) was broken short off, she then ran under her poles.

This vessel, which was recently built by the Messrs. Collier for Johnson & Higgins, insurance brokers, was constructed expressly for the business of wrecking, and has lately performed some rare exploits in all sorts of heavy weather. In the gale from the northwest, on Wednesday, 9th inst., she came in from Little Egg Harbor, when about sixty sail of different classes were bound in, and were anchored and hove to. She is a large pilot schooner, and was built in the best style of art which her celebrated builders were capable. She combines the beauty and symmetry of a yacht with the staunchness and durability of a trading vessel, and in features of her hull, she is probably the most perfect ever built. Such vessels are much needed in wrecking operations. Her force in sailing is on the wind.

MISCELLANEOUS.

The schooner Echo, from New York, loaded with coal, probably from Philadelphia, is ashore at Long Beach, N. J. She is a fine new vessel of 250 tons, and cost \$14,000.

The schooner ashore at Fire Island, which was supposed to be the John R. Ritchie, Captain Cook, is most likely the schooner Rio Grande, Captain Morton, from Virginia, with oysters, before reported as having grounded on Sunday morning, the 10th inst. It was rumored that her captain and some men were lost.

Captain Bourne, the general agent of the underwriters, went down yesterday in the steam tug Achilles to the bark John Parson, ashore two miles below Squam Beach. Before returning he will run along the Jersey coast, and learn the particulars of the vessels now ashore.

LOSS OF SCHOONER ELLEN AT SEA.

The schooner Ellen, Capt. Rogers, from Boston, about November 11, for Matine, was fallen in with on the 22d of November, in latitude 42 18, longitude 23 23, and being in a sinking condition, Capt. R. and her crew, six in number, were taken off by Capt. John Hutchinson of the ship Geo. Turner, of Portland, and carried to Havre, where they arrived on the 26th ult.

THE DISASTER TO THE SHIP ISAAC ALLERTON AND THE BRIG GAZELLE.

BRISBANE, Dec. 27, 1855.

Edmund Walter, Esq.—

Sir:—We wrote you a few days since per packet via Halifax. The Isaac Allerton has lost the head of her mainmast, sprung foremast, and also lost other spars, with many of her sails, and leaks badly.

A survey has been held, and the surveyors recommend abandonment of the vessel, as it would cost too much to refit her, and more than all, spars suitable are not to be had here.

Capt. Hughes has concluded to discharge a part of the cargo to lighten the ship, and will either tranship or sell about 500 tons, and wait further orders. We have offered about 500 tons to her Majesty's government, at 40s. sterling per ton, and we have every reason to believe they will purchase.

Finding the disabled state of the vessel, we applied to the British Admiral for a steamer, who promptly sent one out, and by which means she was towed to the naval anchorage at Ireland Island. In consideration of the J. A.'s heavy draught of water, of her having on a former occasion grounded and remained ashore some days while entering the port of St. George, and the heavy expense of landing the cargo, which must have been done had she attempted to go in there, and of the favorable opportunity we should have in either re-shipping or disposing of the cargo to government by taking her where she now lies, the only place on the island where coal of that description is used, we recommended the captain to let the ship be towed to the naval yard.

The American brig Gazelle, of Salem, Wisla, master, with sugar, molasses and cocoa, is at Hamilton, and is in distress. The vessel has been condemned as unworthy, is very leaky, and will be sold for benefit of all concerned. Her cargo of 100 puncheons molasses, 30 hogheads sugar and 70 barrels cocoa, will be taken to New York in the bark Marvel, to sail in about a week.

J. A. M. & J. D. GILBERT, Agents for the ship.

WRECKS ON THE SOUTH AMERICAN COAST.

LOSS OF THE BRIG MAID, AND INJURY TO THE BARK W. A. JAMES AND SHIP ADRIATIC—ARRIVALS AT MONTEVIDEO, ETC.

MONTEVIDEO, Dec. 28, 1855.

Edmund Walter, Esq., New York.—

Sir:—My last respects were under date 24th ult., and the purpose of the present is to inform you that the brig Maids, Brinkman, master, arrived off this port on the 27th ult., from Boston, with a cargo of ice, under the British flag, vessel and cargo American property; and on the 29th, during a hard gale from the southeast, she dragged upon the rocks, near the Mount Video light, and became a perfect wreck. The cargo of ice is totally lost. Sails, rigging, spars and all have been sold at public auction—one third of the proceeds subject to the order of the salvors, the balance for the benefit of whom it may concern. The vessel and cargo are fully insured in Boston, as I am informed by the captain.

I have furthermore to state, that the bark W. A. James, Bartlett, master, of Thompson, sailed from Providence, on or about the 26th of July last, with a cargo of pitch, and was wrecked, after touching at Rio Janeiro, she anchored on the 18th inst. about 10 miles from two leagues from this city; and soon after, a heavy squall from the southwest caused her to drag her anchors, and in consequence, the captain, by the advice of an ignorant Italian pilot of this port, out away all three of her masts, and thus placed his vessel in a helpless condition. Such an unnecessary destruction of property has never been witnessed before in this vicinity. With the wind at S.W. she had a large cargo of drift, and as a last resort, having plenty of sea room, she could have slipped her cables and headed down the river again. Under these circumstances we are at a loss to account for such extraordinary proceedings. On the day following the 19th a steamer was sent to her assistance, and she was brought into port—full and cargo unharmed. These conditions are common nature of export for this port.

John R. Mumford, I am of the firm of B. H. Mumford & Brothers; I see nothing on the manifest of the Mary Jane Yeck but the usual cargo; we have shipped run; we have sent in a slight vessel nearly 200 puncheons; we are for palm oil and purposes of trade; they are articles used on the coast for palm oil.

Richard P. H. Abell—I am in the flour and commission trade; I have shipped for Joseph R. Brown; I have chartered for McChesney, McCracken, for Goodhue & Co.

Henry K. Ingalls, merchant, gave similar testimony. He said that he had shipped for the African Trade, and had known it for seven years; this is a general cargo; shoes are for bringing out palm oil.

John C. Stocker recalled—Mr. Andrew Echeveria was the brother of Mr. Echeveria, the defendant; he is in the flour and commission trade; he is a native of the United States; he has not returned to his home in Madrid.

Cross-examined—He is in correspondence with his brother; it takes about a month to correspond.

WRECKS IN MASSACHUSETTS BAY.

(From the Boston Journal, Jan. 14.)

The storm has probably been very severe on our coast, and we have had a great deal of loss. The information we have given you will be found in the columns of the Boston Journal. The vessel reported yesterday ashore on Fawcett Bay, Boston harbor, is the ship Irene, of New York, Captain W. J. Taylor, and she is now lying at anchor in the harbor. She was taken in tow yesterday, 15th, 26 miles S. E. of the Highlands (having a signal of distress flying) by steam tug Huntress, Captain Mord, and brought to the city.

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